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STATIONS.	FEET.
17..Beech Hill Reservoir.....	594.589
18..Mount Mansfield (chin).....	4,389.080
19.. " " (nose).....	4,056.390
20..Summit House.....	3,841.640
21..Ridge south-east of Summit House.....	3,612.380
22..Halfway House.....	2,306.380
23..Junction of Notch Road.....	1,291.850
24..Bench near J. Houston's.....	955.050
25..Mansfield House, Stowe.....	720.270
26..Methodist Church, Waterbury Centre.....	712.530
27..Killington Peak.....	4,220.870
28..Summit of the second ridge.....	3,546.310
29..Rock, summit of the first ridge.....	3,385.480
30..Bench, rock near Manley's barn.....	2 097.610
31..Bench, rock near R. Maxham's.....	1,812.720
32..Junction of the mountain road, Sherburne.....	1,504.770
33..Hotel, Sherburne.....	1,211.310
34..Congregational Church, Bridgewater.....	892.390
35..Mount Tom (north peak) Woodstock.....	1,351.220
36.. " " (south peak) ".....	1,244.120
37..Little Killington.....	3,951.000
38..Base of the town hall, Woodstock.....	697.690
39..Pico.....	3,935.000
40..Shrewsbury Mountain.....	3,707.000
41.. " Peak.....	3,538.000
42..Camel's Hump.....	4,077.000
43..Ascutney.....	3,163.000
44..Whiteface Mountain.....	4,871.655
45.. " " (spring).....	2,817.958
46.. " " (brook, second crossing on trail).....	2,023.965
47..Whiteface Mountain (brook, first crossing on trail).....	1,959.996
48..Lake Placid.....	1,863.715
49..Mount Marcy.....	5,344.245
50.. " (hump).....	4,998.278
51..Lake Tear of the Clouds.....	4,321.958
52.. " " (summit of notch).....	4,355.313
53..Panther Gorge.....	3,353.687
54..Mount MacIntyre.....	5,112.730
55..MacKenzie Pond Mountain.....	3,789.322
56..Mount Skylight.....	4,889.636
57..Gray Peak.....	4,902.000
58..Haystack.....	4,918.626
59..Bartlett (west shoulder).....	2,785.512
60..St. Regis Mountain.....	2,888.298
61..Lyon Mountain.....	3,809.000
62..St. Regis Lake (lower).....	1,623.162
63..Raquette Lake.....	1,774.249

The height of Mount Washington was determined in 1853 by Captain Cram of the U. S. coast survey. Nos. 8 to 10 are from the carriage-road survey by Mr. R. S. Howe. Nos. 11 to 17 were levelled by Mr. J. J. Holbrook; and Nos. 18 to 26, by Mr. Hosea Doton, who started from the railway-station at Waterbury, and assumed the height of the top of the sleepers at that point to be 425 feet. Nos. 27 to 37 were determined in 1863 by Mr. Doton, who ran a line of levels, starting from White River Junction. The height of White River Junction was assumed to be 351 feet. Nos. 38 to 41 were determined trigonometrically from No. 27. No. 42 was levelled by Mr. Charles Collins at the time of the building of the Vermont central railroad; and No. 43, by Messrs. H. F. Dunham and D. C. Bell, from a bench in Harland. The bench appears to have been the summit of Garvin Hill. Nos. 44 to

63 are taken from the 'Seventh report of the Adirondack survey,' by Mr. Verplanck Colvin. No. 61 was not determined by levelling, but from the mean of two months' observation with the barometer.

E. C. PICKERING.

PROPOSED NEW TRADE OUTLET ON THE BLACK SEA.

THE Russian government has very recently, says *Engineering*, partially approved of a new scheme for doing away completely with commerce at Sebastopol, and diverting the stream of trade to Theodosia, at the eastern extremity of the Crimea. To achieve this it is projected to construct a railway, some eighty miles in length, from the Djanski station of the Lozova-Sebastopol line, and build a regular port at the Theodosian extremity. Of course, the building of the railway and port will be an expensive business, to say nothing of the inconvenience and loss incurred by the numerous merchants and trades-people, who will be compelled *bon gré mal gré* to transfer their operations from Sebastopol to Theodosia. But the Russian government never allows commerce to interfere with its military and naval plans; and certain high authorities having advocated the conversion of Sebastopol into a naval station, pure and simple, there is a probability that the rapidly increasing trade of the port will be summarily shifted to the other end of the Crimea. Such a despotic transfer is very little relished by the business-people of Sebastopol, to whom is really due the credit of having restored the place from a mass of ruins to a respectable town, and who have no inclination to have to repeat the process amidst the broken relics of Genoese, Turkish, and early Russian rule at Theodosia. Moreover, the port is a very inferior one compared with Sebastopol, being quite open to the sea; and although Chardin, when he visited the place two centuries ago, stated that there were more than 4,000 houses and 80,000 people in Theodosia, and 400 ships in the bay, it is not easy to believe that it was a very commodious port for shipping. In ancient times Theodosia was called Kaffa, and is reported by classic writers to have shipped as much as 3,000,000 bushels of wheat in one year, serving during the period in question as the 'granary of Greece.' In later times the Genoese did a large trade here; but the Turks knocked the place to pieces when they took it from the Genoese, the Russians again when they seized it from the Turks, and finally Hobart Pacha bombarded it in 1878. The population is about 10,000 souls, housed in hovels amidst a vast

expanse of ruins, and the town is about one of the dirtiest on the Russian shores of the Black Sea. Should the government carry out its plan, Kaffa will doubtless recover a deal of its ancient prosperity, but considerable time will be needed; and, in the financial condition of Russia, it is curious the government should burden itself with such an onerous task.

TOPOGRAPHICAL MAPS OF THE UNITED STATES.

A NUMBER of sheets of the topographic map of the country in preparation by the geological survey have lately been issued, and give good promise of the future. As to their accuracy it is impossible for any one person to speak, inasmuch as they come from many parts of the country; but, so far as they represent regions that the writer has chanced to visit, they give a satisfactory and characteristic illustration of their geography, and there can be little question that they will meet with general approval on this score. In regard to execution, they deserve hearty praise, as being decided improvements over certain maps previously issued. The sheets are about eighteen and one-half inches long by thirteen to fifteen inches wide, varying in the latter measure according to their latitude. Each one is bounded by even degrees or half-degrees, and is printed in three colors. The relief is indicated by brown contour lines for every fifty feet in the states, where the scale is 1 : 125,000, and for every two hundred and fifty feet in the western territories, where the scale is 1 : 250,000. The streams and lakes are in blue. The roads, towns, boundaries, and lettering are in black: the latter gives the name of the survey and that of the state or territory, and a special name for the sheet, at the top; latitude and longitude (from Greenwich), on the margins; scales, date of work, and names of persons or surveys in charge of the district, at the bottom; and names of counties, townships, towns, streams, etc., on the map itself. The mechanical execution of all this work is neat, clean, and accurate; and it is with a feeling of great satisfaction that we greet the appearance of so welcome an addition to our scanty store of these civilizing agents. We have as yet received no information as to the cost of the maps per sheet, but presume that they can be obtained singly and at moderate price; so that eventually—and not too far in the future—we may all have good maps of the region about us. The present edition contains several sheets for Montana, constructed from data received from the late Northern trans-continental survey; a good number for Utah, with

two for Arizona and Nevada, from work under the old Hayden, Wheeler, King, and Powell surveys, whose records are now, happily, thus consolidated; and a few others for Missouri, Texas, and Alabama, surveyed two years ago under the present organization. These last are especially interesting as revealing to us the topography of regions that have had too little attention during the last two decades of rapid western exploration.

THE COUNTRY BANKER.

MR. RAE'S book consists of a series of informal talks about the business of an English country banker. There is hardly any thing about the general theory of banking, and little that is directly of value to the economist or student. The author simply gives a great quantity of practical advice to bank managers in the smaller towns of England,—whom they ought to give credit to, what securities to take, how to treat customers and clerks; and so on. The advice is confined exclusively to the particular audience he is addressing. Nothing is said about the practice and business of other kinds of banks; not even of the large London banks, except incidentally by way of contrasting their operations with those of country banks.

A great deal of the advice given is such as any shrewd and sensible man would give in any profession. The country banker is to be careful and circumspect, to watch his customers and his securities, to keep a good reserve, not to give too high salaries and yet to give sufficient salaries; and so on. It is not easy to see how such advice can be of much use to the persons to whom it is addressed. Rules of this kind are obvious enough: the difficulty is to apply them. Occasionally Mr. Rae gives something more concrete, as where he discusses the goodness of various kinds of securities, and the inferences to be drawn from a business-man's balance-sheet; and in these places bankers and money-lenders may find useful hints. But in the main one suspects the book will prove entertaining to that large class to whom banking and finance are an attractive mystery,—the people to whom a discussion of money and money-making and money-lending, and the handling of financial matters, has a fascination like that of the big bars of solid gold to the sight-seers at the mint. And to such persons, as well as to the general reader who wants to know something of the routine of banking, the book can be recommended. It is sound, sensible, and clearly and fluently written.

The country banker. By GEORGE RAE. With a preface by Brayton Ives. New York, Scribner, 1886. 12°.